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Hongkong Daily Press.

ESTABLISHED 1857.

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PER CASE 6 DOZEN PINTS } \$18.00
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8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1/2 hour.

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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
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Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
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General Managers.
Hongkong, 1st October, 1902. [a2012]

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CYCLE
EMPORIUM.**
THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
KOWE" and "MONOPOLE" CYCLES,
and we supply Fittings of every description.
Repairs can be had in prompt and skilful
manner executed with promptitude and skill.
Examining a Specialty.
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43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a2384]

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CANADIAN CHERSE,**
IN JARS (MEDIUM and SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a190]

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PORTLAND CEMENT.
In Casks of 375 lbs. net 16 per Cask ex Factory.
In Bags of 250 lbs. net \$3.75 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho gong, 3rd December, 1902. [a3231]

WINCHESTER CARABINES.
12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.

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MERCHANT NAVY
NAVY BOILED
LONG FLAX
ERLANGE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
SOLE AGENTS.
[a53]

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ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$13.50 per doz.
Less old than the above.

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THE "PALL MALL,"**
\$22 PER DOZ.

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Each bottle bears an Analyst's certificate.

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BLEND WHISKY,**
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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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PIGSKIN SADDLES FROM 6 TO 12 LBS.
RACING SADDLES 3 1/2 LBS. POLO SADDLES 7 LB.
NUMNAHS AND WEIGHT CLOTHES.
BRIDLES, GIRTHS, SPURS, BITS.
STIRRUP IRONS AND LEATHERS.
RIDING WHIPS, &c.

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TEMPORARY OFFICES: 16, QUEEN'S ROAD
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Hongkong, 13th February, 1903. [a25]

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[a76]

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[a126]

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
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BY DRINKING THE WHISKY OF TO-DAY
"SCOTLAND'S BEST."

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HIGH GRADE MANILA CIGARS
ALWAYS IN STOCK.
ALL BRANDS
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Reina Victoria,
High Life,
Perfectos,
King Edward VII.
Christmas (in boxes of 10),
Conchas.
Segundo Habano,
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of the well-known factories La Compañia, La
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[a371]
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All orders may be addressed to the SALES
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17, Queen's Road, Central.
Hongkong, 11th December, 1902. [a3323]

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ELGIN ROAD, KOWLOON.
Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-landing
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A First-class Hotel with thirty-five very
Bedrooms.
Board and Residence:
By the day ... From \$5 to \$7.00
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" for Married Couple ... \$150.00
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.
H. RUTTONJEE,
Proprietor.
Hongkong, 25th November, 1901. [a3135]

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SHAMEN, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
Apply to—
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a158]

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A First Class Hotel in every respect.
Elegantly Furnished, Reading, Drawing
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Private Bar and Billiard Rooms for Hotel
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Dining Accommodation for 300 persons.
Private Dining Rooms.
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Exits on every floor.
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H. HAYNES,
Manager.
[a18]

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Admirably Situated. Sheltered from the
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A COVERED GANGWAY LEADS
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INTO THE HOTEL.
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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Rooms specially reserved for Captains of the
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Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th October, 1902. [a343]

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**PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.**
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MANAGER.
Hongkong, 2nd July, 1900. [a10]

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
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Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
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Hongkong, 31st October, 1902. [a49]

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(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [a184]

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(HOTEL-SANITARIUM OF SOUTH
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MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA"
For Terms, apply to
THE MANAGER.
[a254]

HOTEL INTERNACIONAL.
THE MOST COMFORTABLE HOTEL
in Macao. Beautifully situated in Praya
Grande next to Government House.
Telegraphic Address: "Internacional."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902. [a51]

TIMATION

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ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

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WATSON'S CELEBRATED

BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.

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JULES MUMM & CO.

As supplied to Royal and Imperial
Houses of Europe.

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Pure COGNAC of the finest quality.

SHERRY, PORT, CLARET.

Choice Wines of superior quality,
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BURGUNDY.

Sparkling and still.

AUSTRALIAN CLARETS AND
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AERATED WATERS.

Absolute purity guaranteed.

CIGARS, CIGARETTES,
CONFECTIONERY,

&c., &c., &c.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

question in this Colony. It was only last Saturday that the Hon. R. SHERMAN, presiding at the half-yearly meeting of shareholders of the Hongkong and Shanghai Banking Corporation, reaffirmed strongly the opinion that until China makes the change on her own behalf to a gold standard it would be prejudicial to Hongkong trade to divorce ourselves from the common currency of China. The Bank chairman has the support of many great local authorities and of others at home. On the other hand, it must be admitted that when Mr. C. Ewens, speaking from the chair at the annual meeting of the National Bank of China on the 21st January, expressed his belief that, were the inhabitants of Hongkong polled, four out of five Europeans would vote for a fixed standard, he did not overstate the case. So marked are the evils, so great the distress among the majority of the Europeans here, caused by a constantly fluctuating standard of exchange, that it is only to be wondered at that they have put up with the situation so long without open and public complaint. Even those who recognise that it is a very serious and complex question that is involved would be more than stoical were they willing to see the present state of affairs indefinitely protracted.

One point must be above all kept in sight at to-day's meeting, and that is that the resolution proposed commits no one to an expression of opinion that a gold standard is or is not now feasible in Hongkong. It only asks that the question shall be enquired into whether reform of the Colony's currency is advisable, a question which men of all shades of opinion over here must be anxious to see answered satisfactorily. It was about the middle of last year when M. DELONCLE, *Deputé* for French Indo-China, called upon Sir FRANK SWETTERHAM, Governor of the Straits Settlements, asking him to support a meeting of delegates from Indo-China, the Philippines, Netherlands India, Hongkong, Siam, the Malay States, and the Straits Settlements, to consider the question of local fixity of exchange between gold and silver. Such a meeting has never come off, but M. DELONCLE's proposal nevertheless was sound in that it expressed the idea that all the above countries are in common interest in the question. We have to consider whether Hongkong must lag behind the rest in calling serious attention to the problem in its local aspect, waiting upon the action of China. As we said some time ago, it is not for Hongkong to stand still until circumstances force China to move. We know already that the idea of a gold standard has been suggested in Peking by a Russian agent, and indeed we have but lately read in the *Peking* and *Tientsin* Times an exhortation to Great Britain to step in to back China, lest Russia by being the first in the field should "drive a long nail into the coffin of British preeminence both in trade and in politics." Naturally we understand that discussion in a *Tientsin* paper, of however high a standing, does not bring a gold standard appreciably nearer to China. But the fact that the idea is actually in the air makes it imperative that Hongkong shall not be backward in urging an expert consideration of the problem as it concerns itself. The decision of the Straits Currency Commission has already been foreshadowed by telegrams which have reached us. Its labours in connection with the Straits Settlements concluded, there is already in existence an expert body ready to bring its intelligence to bear on a similar, if more difficult, question in Hongkong. The time is exactly ripe for an appeal from this Colony, and we therefore trust that the members of the Chamber of Commerce of all professions and callings will not hesitate to vote for the resolution which is to be brought before them by Mr. OSBORNE, remembering that by so doing they do not commit themselves either for or against a gold currency here, but merely ask that the best available opinion on the subject as far as it concerns Hongkong shall be brought to bear upon it.

The Criminal Sessions begin to-day. Nine cases are down for disposal.

Yesterday the U.S. gunboats *Callao*, *Elcano*, and *Villalobos* left for Manila, and the French cruiser *Chateaufort* for Saigon.

When last reported H.M.S. *Glory* and *Albatross* were at Manila, and the *Sandpiper* and *Moore* on the West River.

During the period of two days ending at noon on Monday, two fresh Chinese plague deaths were reported, one body being found in Square Street, while the other case occurred in Yau-mat. The number of cases this year is now 20.

The Korea, which arrived here on Monday, had on board Rear-Admiral Philip H. Cooper, U.S.N., accompanied by his flag lieutenant, Victor Blue, both bound for Manila, where Admiral Cooper will succeed Admiral Wildes as second in command of the U.S. Asiatic Squadron. Lieut. Blue was flag lieutenant to Admiral Kempff during the Boxer troubles.

To-morrow is the 52nd anniversary of the destruction of the Bogus Fort, Canton, by Sir Gordon Bremer.

We regret to learn that Mr. Connel F. E. Wilkinson, on his way to his new and important post in Yunnan, is lying ill in hospital here with typhoid fever. He is, however, we are glad to say, progressing favourably.

The Pacific Mail steamer *Korea* has broken the record for the passage between San Francisco and Honolulu, her time being 4 days, 23 hours, 50 minutes. The best previous time was also made by the *Korea*, the trip then taking eight hours longer.

A movement to form a Carnation League of America has been started in New York, to commemorate the death of President McKimley by introducing the custom of wearing the carnation, which was the dead U.S. President's favourite flower and was nearly always seen in his button-hole.

The *Straits Times* understands that the local Opium Farmer is complaining of severe losses caused by the vast amount of *chandu* now being smuggled into that port from China. Notwithstanding the large number of big seizures that have been made lately, the steadily diminishing receipts of the farm show that there must be a large and constantly increasing "underground" supply.

Fifteen Japanese, resident in Nagasaki prefecture, who were recently deported from Port Arthur, have addressed a memorial to Baron Komura, the Minister for Foreign Affairs, in which they strongly complain of the action of the Russian authorities in deporting them. The vernacular papers do not say what the Japanese were or why they were refused permission to remain in Port Arthur.

The late Henri Georges Stephane Adolphe Oppel de Blowitz, Paris correspondent of the *Times*, was born in the chateau de Blowitz at Pilsen in Bohemia. His ancestors were Jews, but he early adopted the Roman Catholic faith. De Blowitz's career in Paris began in 1864, when he became a naturalised citizen and took up the profession of teaching German in the lycées, earning an extra franc now and then by contributing articles on literary and political subjects to the newspapers.

The *Straits Times* of the 6th inst. reminds its readers that Singapore was eighty-four years old that day. Sir Stamford Raffles founded the Settlement on Feb. 6th, 1819, and from that date till 1858 it was administered by the officials of the East India Company. The Company ceased to exist in 1858, and from that year the Settlement remained under Indian control, till in April, 1867, Singapore, Penang, Province Wellesley, and Malacca were created a separate Colony under the Colonial Office, under the title of the Straits Settlements.

Among the passengers who arrived in Hongkong by the *Haitian* from Foochow was M. Louis Bonjean, representative of the Compagnie des Forges et Chantiers de la Méditerranée, who has just completed an engagement of three years and a half at Foochow Arsenal, where he undertook on behalf of his firm the superintendence of the whole work of installing the machinery, etc., on the two new Chinese Imperial cruisers *Kien-Wei* and *Kien-Ngou*. All the machinery is of the most modern type and was constructed in the Company's workshops at Havre, whence it was sent out to Foochow. The two cruisers are of 6,500 tons f.p., fitted with 8 tubular boilers, and have a speed of 22 knots per hour.

We should not look for religious enthusiasm in a Hongkong risk-taker. But things are different in Japan apparently. According to the *Osaka Mainichi*, a risk-taker, named Okahashi Kasaburo, of Osaka, who is said to be a most devoted adherent of the Honganji temple, has since the death of Count Olani announced his intention of presenting 100 yen of *ken*, or income money, on the occasion of the funeral, as a token of his respect for the deceased prelate. He has become so much concerned about the matter that it is stated he has lost his reason. The other morning he somehow obtained a banner bearing the inscription *Saicho Gokurukudo Nannamidabutsu* (Western Paradise! Adore Buddha!), and made his way to the East Ward Office, where he created a disturbance by hissing and abusing the officials. The man was taken to the Police Station, where he was detained for his own protection.

The following items are from the *Poochow Echo* of the 7th February.—We understand that the Provincial authorities have organised a Mining Board, and that the newly appointed Board is now busy drawing up rules and regulations to be observed by those obtaining mining concessions.—The training for our Spring Meeting commenced last Monday. This does not mean that our race-ponies had been doing nothing since the racing in December, for as a matter of fact most of them have been kept in regular exercise all the time. The course was in rather a sloppy state after the rain of last week and on Wednesday, with the rain-frost, distinctly slippery; however, we do not hear of any sprains, although a good deal of galloping was done. *Little Willie*, *Satira*, and *Faith* have arrived from Amoy.—So far this has been an unfortunate season for hockey; the constant wet weather has very often made play impossible. Mixed games of ladies and gentlemen have been played on two or three occasions, an arrangement which seems to work very well, as both clubs are rather short in numbers.—The ninth competition for the monthly cup of the Foochow Gun Club took place on Green Island last Wednesday. The shooting was far from easy, as a strong and bitterly cold wind was blowing across the traps during the greater part of the time. Mr. Siemssen won the cup for the first time.

General Miles, U.S.A., arrived in St. Petersburg on the 19th ult., having travelled through Manchuria and Siberia by a special train, accompanied by a Russian escort.

L'Echo de Chine reports that Chou Ki-jen, son of the Tactai of Canton, sent by H.E. Wang Chou-chün to fight the rebels at Luchow, has been killed by a solitary rifle shot.

Eight beachcombers, comprising three Swedes, two Americans, one Irishman, one Norwegian, and one Mauritanian, were committed to the house of detention at the Police Court yesterday. Four were arrested on a steam-launch, where, slumbering peacefully, they were found by Police-Sergeant Lander; the other four were domiciled in a Government matchless in Lower Albert Road.

When the *Caelic* arrived at Honolulu on the 13th ult. from the Orient, in her steerage were 102 Koreans, including twenty-one women. The Koreans will be put to work on the sugar plantations with a view to testing their efficiency as labourers. It is thought that they will accomplish more work than the average plantation-labourer and are expected to prove much more reliable than the Cuban labourers there last year. If those who arrived on the *Caelic* prove to be profitable employees, there may be a large influx of Koreans to Hawaii.

A despatch to the *New York World* from Paris says:—In an effort to prove that the soul can leave the body and return to it, Albert Guille, a man of superior intellect, lost his life a victim of one of the strangest experiments in history. Independence of the mind in dreams caused him to conclude that personality is dual, and he resolved on an experiment that should free his body for a time. His experiment was based on the facts of fakirs in India, who have themselves buried alive, maintaining their body in a lethargic state while their minds are supposed to journey in the astral world. He constructed an apparatus consisting of a reservoir fixed to a wall, which would let a mixture of chloroform, sulphuric ether and water fall, drop by drop, on his face. Then, choosing his birthday for the experiment, he wrote his will and a letter to a friend. He placed himself on a bed beneath the apparatus, having anointed his body with antiseptic that mortification should not set in while his soul was absent. He was found dead.

The Puget Sound branches of the Cooks' and Stewards' Association of the Pacific Coast are beginning an agitation against the employment of any Chinese help whatever on steamers operating from either Puget Sound or California ports, and employing union men. The members say that they will have the influence and backing of all the other marine associations in their fight. They claim to have been assured by the Pacific Coast Steamship Company that it will discharge the Chinese employed on the steamer *Collage City*, plying between Tacoma, Seattle, and South-eastern Alaska. The cooks and stewards claim that their object is simply to replace the Orientals with white men who have families to support. The number of Chinese employed on coast steamers is less than formerly. A larger proportion of Chinese help is used at San Francisco than on the Sound. This may account for the apparent purpose of the association to first win their fight at Tacoma and Seattle and then carry the warfare into California.

Hobson, the *Merimac* hero, is not yet at peace. A despatch dated Washington, 17th January, says:—Upon the recommendation of Admiral Bowles, chief constructor of the Navy, Acting Secretary Darling to-day signed an order assigning Constructor Hobson to duty in charge of the construction department at the Puget sound naval station at Bremerton. Hobson has been for some months past on waiting orders, having declined an assignment to Pensacola, pending action by Congress upon a bill authorising his retirement. The special action of this nature was regarded as necessary, in view of the failure of two naval examining boards to find him physically disqualified for active service. The Navy Department concluded that the strait is in through the resignation of Constructor Hobson, leaving vacant the important post at Bremerton, justifies the action taken to-day. Hobson is now in a position where he must resign from the naval service altogether or undertake active duty, for which he feels himself unfitted by reason of an eye trouble.

SALE OF RACEHORSES.

A sale by public roup of horses and ponies took place opposite the City Hall yesterday afternoon, Messrs. Hughes and Trough being the auctioneers. There were 63 lots on the catalogue, and included in the number were animals that run at the Races last week. Bidding was brisk and prices in instances were high consequent on the competition of bidders who, we understand, purpose exporting the horses to Manila. The following are the most noteworthy of the lot, with the prices they fetched: Comet, \$150; Hardy Rose, \$210; Winning Rose, \$250; Glory, \$270; Iris, \$320; Will o' the Wisp, \$300; Diamond, \$300; Egan, \$320; Flickamaro, \$125; I coudn't II, \$120; Baby, \$325; Lady Lena, \$225; Weary Willie, \$18; Yellow Rose, \$150; Sweet William, \$475; Joker, \$110; Snowdrop, \$100; Portasia, \$95; Fancy, \$130; Fashion, \$155; No Trumps, \$220; Hifit, \$175; Ibis, \$150; Sunshine, \$125; Diagon, \$225; Mad Mullah, \$170; Nicodemus, \$180; Detective, \$165; Syntax, \$175; Style, \$100; Handy Man, \$180; Mist, \$100; Ben-y-glo, \$175; Revolve, \$175; Toddy, \$140; Prince Charming, \$575; Princess Charming, \$550; Duchess, \$410; Aurora Borealis, \$80; Extravagance, \$150; Sequah, \$500; Cynosure, \$125; The Pirate, \$760; Bay Ronald, \$725; Wallflower, \$400; Commoner, \$180; Silver Fox, \$180; Lady Kate, \$200, and Chaimant, \$180.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 15th February.

VENEZUELA.

The Venezuelan blockade has been raised.

MR. CHAMBERLAIN IN SOUTH AFRICA.

Mr. Chamberlain's tour continues to excite much interest and has greatly increased the public appreciation of his statesmanlike qualities. His masterly handling of the facts of the situation, his plain outspokenness to all parties combined with a tone of genuine conciliatoriness is extorting admiration even from the Dutch.

ROYAL HONGKONG YACHT CLUB.

On Sunday the 9th Club race was sailed in a fine whole-sail easterly breeze over a course round Kowloon Rock, Channel Rocks, and Meyer's East Bury.

In the first class *Vernon* and *Alannah* got the best of the start, *Vernon* being somewhat to leeward, but though the latter found the whole sail as much as she could carry and was at times rather overpowered by it, she soon slipped ahead of *Alannah*. Within five minutes of the start *Dione* had established a good lead but she lost some of it by stalling too far over towards the Hongkong shore before coming round into the starboard tack to weather Kowloon Point, and only rounded Kowloon Rock some 45 seconds ahead of *Vernon*. In the beat to Channel Rocks, while the wind remained strong *Dione* steadily crept away from *Vernon*, but as soon as they came into lighter breezes near the Rocks *Vernon* began to come up, though not fast enough materially to reduce *Dione's* lead. *Alannah* meanwhile, though apparently sailing well, was being ruffled by the two leaders and at no time after the first few minutes had a chance of getting on even terms with them. On the run and reach to Meyer's Bury and Kowloon Rocks there did not seem much difference in pace between *Dione* and *Vernon*, but as soon as they came round on the wind again for the beat to Channel Rocks for the second time *Dione* gained rapidly. *Vernon* was pointed a good deal higher, but was not travelling fast through the water, and even *Alannah* appeared to gain on her at one time. Still *Dione* would not have rounded the Rocks almost three minutes ahead had not *Vernon* been shabbily treated by the wind when she was close up to the Rocks and been compelled to take a short hitch to weather the outlying under-water boulders. On the run home *Vernon* gained by taking the better course, but never had a chance of catching her rival. A fast sailed race ended as follows:—

	K. M. S.	Points.	Total.
<i>Dione</i>	26 50	10	63
<i>Vernon</i>	3 28 40	4	50
<i>Alannah</i>	3 32 20	1	19

As there are only three more Club races to be sailed, *Vernon* must win all three to win the Championship, even if by some wonderful fluke *Alannah* should beat *Dione* in two races out of the three.

At a very good start *Colleen* and *Benito* were first over the line with the other boats a few seconds behind and to leeward. *Min* and *Kathleen* overtook *Benito* near the Cut Rocks by keeping out into the tide, but *Min* lost her position by making an unnecessarily long tack to clear the point. *Benito* also had to make a tack to clear the point and was overtaken by *Erica*, who had kept on after the start into the centre of the harbour before making for the point. On the reach to Kowloon Rock *Kathleen* was passed by *Erica* and *Benito* and shortly afterwards by *Min* on the beat to Channel Rocks. *Erica* obtained the inside berth at Kowloon Rock and got ahead of *Benito*. There was no further change at the Channel Rocks, although at one time it appeared that *Colleen* would gain considerably by keeping to the Northward. Running to Meyer's Bury *Erica* and *Benito* passed *Colleen*, but *Benito* dropped to fourth place through failing to round the mark at the first gybe. The order was unchanged during the second round, though the second and third boats drew up considerably on the leader. A very interesting and exciting finish resulted in a win for *Erica* by 5 seconds.

	K. M. S.	Points.	Total.
<i>Erica</i>	3 47 10	10	35
<i>Colleen</i>	3 47 15	4	24
<i>Min</i>	3 50 0	1	21
<i>Benito</i>	3 49 44	0	19
<i>Kathleen</i>	did not finish	0	36

SECOND CLASS.

The usual five starters turned out for the race, but unfortunately just before the start the *Payne* was dismasted in a strong puff and *Chantier* finding herself hopelessly overpowered by her whole sail very soon gave up the race. The remaining three sailed the course without mishap, *Iris* coming in an easy winner.

	K. M. S.	Net Time.	Points.	Total.
<i>Iris</i>	4 3 22	4 3 22	10	44
<i>Maid Marian</i>	4 7 12	4 6 17	1	16
<i>Doreen</i>	4 7 23	4 7 38	4	20
<i>Chantier</i>	gave up	...	0	11
<i>Payne</i>	did not start	...	0	36

FOOTBALL.

This afternoon on the Happy Valley the Hongkong Football Club will play 80th Co. B.A. Kick-off at a quarter to five. The following will play for the Club:—

C. C. Hickling, goal; A. N. Other and J. W. C. Bonnar, backs; E. Davies, C. T. Kew, and H. C. Anstey, halves; W. R. Lemarchand, N. H. Rutherford, C. K. S. Cooper, R. Kerr, and G. A. Cooke, forwards.

To-morrow at 4 p.m. in the second round of the Football Shield the R.E. meet "B" Co. Sherwood Foresters.

THE BROUGH COMPANY AT THE THEATRE ROYAL.

"ARE YOU A MASON?"

More fortunate this season than ordinarily in the extent and variety of its theatrical entertainment, Hongkong is more than all fortunate in getting a return visit from the Broughs. It was with something like dismay we noted the announcement made in the Australian papers last year that Mr. and Mrs. Brough contemplated retirement from the stage. In these circumstances this would have been their farewell appearance amongst us. But the unpleasant garb which the announcement wore had a pleasant surprise hid under its folds. The Broughs had said farewell to the Australian stage, where their comedies were found to be addressed to too limited a public, but happily their touring days are not over by any means. Instead of that being the case the Brough Company will have widened travelling possibilities, and Hongkong may expect to see them more often in the future than in the past. They arrived yesterday morning on the steamer *Namang* after a most successful season in Calcutta. *En route* they played one night in Singapore.

In the evening there was a bumper house to welcome the popular comedy company back to Hongkong. For the first night the piece chosen for production was *Are You a Mason?*, a farce of reputation of which for cleverness and fun had outdistanced it on the way. The relief with which it was received last evening justified the name the farce had made for itself; for as interpreted by the Brough Company it kept the house convulsed with laughter from the beginning to the end. It is a farce in every sense of the word, bolder even than in its common acceptance the word is generally applied; indeed one or two of the incidents might be justifiably considered "free" by one not necessarily a rigid stage purist. Perhaps that may be traced to its origin, which is of a peculiar strain—an American adaptation from the German. There are amongst its concomitants many familiar features traditionally and almost inseparably associated with this class of theatrical fare; yet there is a freshness in the main subject of the plot, a piquancy in the dialogue and an altogether farcical irresponsibility about the movement and the situations that overcome the spectator and make him laugh long and heartily in despite of himself. The plot may be told, but the funniness of it is impossible to describe. Amos Bloodgood is an elderly gentleman who "for twenty years or more," as the storybooks say, has deluded his wife with the fiction that he is a Mason, a fiction which the good woman trustingly accepts as fact and as an all-sufficient explanation of the many times he arrives home late at night. Now his son-in-law Frank Perry has also had occasion to explain conspicuously remissness in coming home betimes and, by good or bad luck, he also adopts the excuse that he is a member of a Masonic lodge, being in this respect as far from the truth as his father-in-law. When after this declaration the young man and the elderly comfort each other, their embarrassment may be imagined. Moreover, they are under the eyes of the ladies who anxiously await developments, hoping to see some of the craft secrets revealed. It is very funny. Each man of course thinks the other is a Mason. Driven to make some sort of pretence, each eagerly imitates any apparent sign made by the other, and they look more like two assassins with mutual murderous designs than brethren of the apron and the mallet. The curtain falls with the issue doubtful but with the audience in roars of laughter. In the second act the two imposters meet. Each has determined to make a clean breast of it and throw himself upon the mercy of the other. The father-in-law begins his confession, but the son-in-law bursts in with his. Once Bloodgood learns that his son-in-law is no Mason he adopts the righteously indignant tone and denounces Perry for his duplicity. But the two worthies are not yet out of the wood. There is plenty more fun in the second act. New characters arrive on the scene to complicate matters for the schemers, who at length find themselves at the end of their tether when a real Mason in the person of a prospective son-in-law of Bloodgood turns up. To him they unobscure themselves, he screens them for the time being and they finish up by arranging to become Masons in the regular way.

In the *role* of Amos Bloodgood, Mr. Brough found ample scope for the play of his powers and was the heart and soul of the entire performance. In his scenes with Frank Perry (Mr. W. T. Lovell) particularly he kept the house hanging on his every word and gesture. His depiction of the character was vivid and refined and he never missed a chance that offered to make it tell. Mr. Lovell made a excellent *caran* as Frank Perry, a part full of possibilities, and all made the most of it by his clever comedy. Mr. Leslie Victor had some broadly farcical work set him to do as George Fisher, who to serve Bloodgood's purposes adopts female cosumes and *à la* Charley's Aunt, creates many curious situations; he did his part cleverly and well. Mr. McIntyre's character sketch of John Hefton and Mr. Percy Walsh's Hamilton Travers were equally deserving of praise, the latter's sketch of the blackmailing manner being exquisitely amusing. Mr. Ernest Vere did excellently well little he had to do as Ernest Morrison. Of the ladies of the cast, Miss Susie Vengian had the heaviest part. Her Mrs. Bloodgood was a capital bit of acting. To the rôle of Eva, Mrs. Brough lent her accustomed charm and talent, with the best results possible. Miss Temple made an adequately vigorous serving-maid. The other parts were suitably filled by Miss Brenda Gibson, Miss Helen Bogie, Miss Gillies Brown, and Miss Henderson.

The mounting of the piece was as pretty and tasteful as could be desired, in which connection a special word of praise is due to Mr. Claude White, the scenic artist. The band was rather disappointing in the incidental music, but that will be remedied on succeeding nights. *Are You a Mason?* will be repeated this evening and to-morrow and Friday evenings. H.E. the Governor Sir Henry A. Blake, G.C.M.G., and Government House party were among the audience.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No unsolicited signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
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BIRTHS.

On the 11th February, at Shanghai, the wife of G. M. MOLLISON, of a daughter—still born.

On the 11th February, at 15, Quinsan Road, Shanghai, the wife of GEO. PEACE, of a son.

DEATHS.

On the 5th February, at Druschi, Japan, KENYON MARTIN ("Tony"), youngest son of Mr. and Mrs. W. F. PAGE, aged 13 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD (C).
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th February, 1903.

On the 21st January, discussing the currency question, we asked in these columns: "Is 'the matter of sufficient importance to Hongkong to warrant a request for an expert commission of examination?'
Those who have the best interests of the Colony at heart have before them an opportunity to show their wisdom, not by explaining at length their own view, coloured one way or the other by many things personal and general, but by asking 'that the question shall receive expert consideration in the same way as our Southern neighbours, the Straits Settlements, have succeeded in obtaining consideration of the matter as far as it concerns them.' To-day, it is gratifying to see, a special general meeting of the Hongkong General Chamber of Commerce takes place in the City Hall to consider this question. Mr. EDWARD OSBORNE will there, as we have already announced, propose the following resolution:—"That in the opinion of this meeting 'it is desirable the Straits Currency Commission should extend its enquiries to Hongkong, with a view to ascertaining whether reform of the Colony's currency arrangements is advisable.' It seems to us that such a resolution fully meets the requirements of the case, and we look forward with confidence to its adoption by the members of the Chamber of Commerce. As is very familiar, there is a wide diversity of opinion on the currency

PUNJON MINING CO. LD.

ANNUAL MEETING.

The sixth ordinary general meeting of shareholders in the above Company was held at the offices, 13, Beconsfield Arcade, yesterday at noon. Mr. E. C. Wilcox (chairman) presided, and the other present were Messrs. T. Harvard (director), W. K. Hughes (secretary), R. A. Ferguson, H. C. Wilcox, J. A. Frederick, R. Walpole, W. T. Shawan, K. Edulji, G. M. Bain, E. W. Torrey, Max Michael, A. H. Ribeiro, E. Bowdler, S. J. Figueiredo, E. E. Ellis, and Kong Kam.

The notice calling the meeting having been read by the SECRETARY.

The CHAIRMAN said—Gentlemen, in presenting to you the report and statement of accounts for the past year—which I propose, following the usual custom, should be taken as read—I have little further to add to what I have stated at recent meetings and to the information supplied in the report. You will note that our manager, in his report on the work done, states that a reef three feet thick was discovered in Kalampong Valley early in November, and though it cut out after sinking fifteen feet on it, further searching in the locality has shown a large amount of crushing stuff, evidently the cap of a reef. He adds:—“Samples taken at different points indicate that the whole of the stone is carrying gold. There is no defined reef as yet but I anticipate that from the surface alone we shall have sufficient stone to keep the mill going night and day for some time. A branch line is being laid, and I expect to start crushing at the end of the present month.” The cost of getting the ore and conveying it to the mill will be slight indeed. Mr. Lester's hope that he would obtain sufficient ore to keep the mill going night and day was not immediately realised, for he writes on the 13th ult. that “owing to very heavy rains the work at Kalampong has been retarded and we shall be a little later in getting a start than was anticipated.” On the 20th idem he also announces:—“The work at Swah is being vigorously pushed on. We are now stopping on a bunch of leaders at the No. 3 tunnel, and up to the present we have about 20 tons in hand.” It is evident that they are now getting good supplies of ore, for, on the 8th inst., we received a telegram to the following effect:—“The mill has been started to-day.” I think we have reason to hope, therefore, that now the staff has been reinforced and the work of prospecting taken in hand on a larger scale there will soon be important discoveries of stone and a resulting amplitude of ore for milling. It is interesting to know, as stated in one of the manager's recent letters, that the Resident General of Pahang and the Warden of Mines with their staff lately paid a visit to the mines and had a run out to Swah to inspect operations. Mr. Lester says that they seemed pleased with the amount of work that had been done. With regard to the tin land, Mr. Marchison, who has had considerable experience in tin mining, has been detailed to prospect this, and we hope to hear before long the result of his investigations. It is satisfactory to hear that the health of our staff at the mines is fairly good, and we hope it will continue so. The first call of fifty cents per share of new capital has been made and is being pretty generally responded to. The Board trust that the whole of it will soon be paid up and shareholders saved the necessity of paying interest. Many of them paid up before the due date, a praiseworthy alacrity worthy of all imitation. The prospects of the Company were never brighter than at the present moment, though dividends are not yet in sight. I think that is all that is necessary for me to say, but if any shareholders require further information I will do my best to furnish it.

There were no questions, and the CHAIRMAN proposed the adoption of the report and accounts. Mr. EDULJI seconded, and the motion was carried unanimously.

The next item of business was the election of directors, and on the motion of Mr. BOWDLER, seconded by Mr. THORNTON, the retiring directors, Messrs. Wilcox and Howard, were reappointed.

The CHAIRMAN—The only business before us now to be transacted is the election or re-election of an auditor. I may say that the audit has been very ably conducted by Mr. Lowe, who has gone through it in great detail and done a great deal of valuable work for us in inspecting all the assets, leases, and everything. I leave it to the meeting to decide whether Mr. Lowe is to be re-elected.

Mr. BAIN—I beg to propose that Mr. Lowe be re-elected.

Mr. EDULJI—I beg to second Mr. Bain's proposition.

The motion was put to the meeting and agreed to without opposition.

The CHAIRMAN—That concludes the business of the meeting, gentlemen. Thank you for your attendance.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, at 4.15 p.m.

ORDER OF THE DAY.

Report of the Medical Officer of Health for the year 1902.

G. A. WOODCOCK, Secretary.

AGENDA.

1. Letter relative to the incidence of malaria at Morrison Hill and neighbourhood.

2. Minute by the Medical Officer of Health recommending the erection of a public latrine at Tai Hang village.

3. Further correspondence relative to the bridges in the backyards of three houses on H.H.L.L. 195, 196 and 197.

4. Mortality statistics for the weeks ended January 17th and 24th, 1903.

5. Limerick return for the fortnight ended February 14th, 1903.

6. Rat return for the fortnight ended February 16th, 1903.

THE ANGLO-SAXON IN THE ORIENT.

LECTURE BY DR. PENTECOST.

Under the auspices of the Old Volume Society, Rev. Dr. George F. Pentecost lectured in S. Andrew's Hall (City Hall) on Monday evening, Hon. F. H. May, C.M.G., Colonial Secretary, presided over an audience which completely filled the hall.

The CHAIRMAN in his introductory remarks said that to most of those present Dr. Pentecost must be known by reputation. During the short time he had spent in Hongkong, Dr. Pentecost had made his personality known, and he took the liberty of adding, very favourably known to all. (Applause.) He believed that the reverend doctor had preached and lectured since he was 21 years of age; he would not venture to guess how old he was to-day, but he ventured to think that he had devoted a great many useful years to a very noble work. (Hear, hear.) Of recent years he had travelled extensively in India and other countries in the East, and quite lately he had fulfilled a mission to our neighbouring Colony—the Colony that our American cousins had taken over—there to inaugurate the work to which he had devoted a lifetime. We were very fortunate in Hongkong to have had an opportunity of extending to him the invitation which he had so graciously accepted, and of which they hoped to reap the fruits that night. Dr. Pentecost was there at the invitation of the Old Volume Society, and he congratulated those present on the opportunity of hearing him. (Applause.)

Dr. PENTECOST chose as his subject, “The Orient, the Anglo-Saxon and Christianity.” An hundred years ago, he said, the Eastern or Oriental question practically meant Turkey and the Balkans, but the Orient had gradually been coming East so that now politicians and newspapermen had divided the East into the Near, the Middle and the Far East. The interest of the Eastern question was centring here. The storm-centre of the world's political interest was not now Berlin, London or Washington, but Peking, and they must largely discuss the question from that point of view: practically he should eliminate India and Japan from the discussion. The question really was what were we Anglo-Saxons going to do with the 400 millions of China, or on the other hand, what were these 400 millions of China going to do with the Anglo-Saxons? It was unwise not to turn the shield on both sides. Trade interests and political supremacy were questions which came in, but only in the larger horizon suggested by the question—what kind of civilisation is to ultimately characterise these 400 millions of yellow men? What was to be the human destiny of these millions? Civilisation, as we understood it and enjoyed it in the West was the cumulative product of past ages and our civilisation was the result of a constantly progressive movement. It was an inheritance which had rapidly culminated. He supposed that more had been accomplished in the last century than in all the world's history before, and this was not only an encouragement but a warning suggesting to us that in the twentieth century—perhaps in the first half—the process of rapid culmination might go on in the same ratio; and if that was so then some extraordinary things were going to happen out here in the Far East. Standing on the borders of China what position were we in?

THE CHINESE.

In the first place, we were not facing a dying, a decadent race of people like the Australian aborigines, the American Indians or, perhaps, the Filipinos—he had very little hope for the Filipinos as a representative race. Nor here were we facing 400 millions of barbarians. The time was past when intelligent people spoke thus. Yet he had heard in India educated people call the Hindu a “nigger.” And in the same way it was customary to talk about the Chinese as “heathen Chinese.” We did ourselves and the whole question a great injustice if we allowed ourselves to talk about the Chinese thus. As a matter of fact we were dealing with a very ancient, virile and constantly increasing type of man and not a man of a very greatly inferior race. The Chinese represented a civilisation some centuries older than ours, a civilisation in many respects the equal of ours, in some respects the superior of ours, and he represented an intellectual and ethical life that should give the Englishman and American serious pause before they spoke in terms of contempt of the Chinese. Here were we, a comparatively little handful of Anglo-Saxons, looking into the face of the Far East with its population of three-fifths of all the people that dwell upon the earth. In China alone there was one-third of the whole human race. If we looked at the question from a military point of view as between Europe and Asia it was quite within the area of possibilities for China to put from 60 to 80 millions of soldiers in the field, dealing, that was to say, with her population on the same basis as Germany and other European nations dealt with theirs. And they all knew what “Chinese Gordon” said about the Chinese and their capacities for being soldiers. He did not apprehend that such an army would ever be put in the field for China, but it was a potentiality, and against it it would not be possible for Europe to put more than five millions. But it was not a question of the physical force of the East against the physical force of the West; it was the civilisation of the one against the civilisation of the other. Civilisation was the outgrowth of religion.

CHINESE CIVILISATION.

What was the Chinese civilisation? China had a very marked civilisation. She had a literature ancient and powerful; he thought it would be safe to say that Western literature had its roots in the literature of India and China. Had China arts? She had a well-established and well-defined school of art. It met us at every turn—in pottery, in porcelain, in carving and decoration, in silk, in satin and embroideries and in thousands of other things. Chinese curios so-called were of the very highest kind of art. Eastern art in a Western home was beautiful; Western art in an Eastern home was execrable. A Chinese gentleman in his beautiful clothes carried more consciousness of his dignity than any Westerner he had ever seen. Then as to science, had the Chinese science? It comprehended a great many things. For one thing, the Chinese understood the science of agriculture. They knew how to till the soil century after century without exhausting it. We had not learned that. Then he was no mean engineer though he did not work with European machinery. The Chinese was not a patriot in our sense of the word, but he with every Asiatic man had a great deep consciousness of his Asiatic character. There was a racial antagonism between the East and the West which no man had yet been able to fathom. India and China were pre-excellent the religious countries of the world. Their people were the people of faith. We were essentially materialists, and it was because Christianity had come to us and had bred in us some little recognition of the supernatural that we had anything to do with the supernatural. The Asiatic was always seeing and being called by that other world. The European practically was a materialist; he believed in the Now, not in the Hereafter. It was that mind we were bringing over here to deal with the extraordinarily spiritual mind of the East. We had got into the habit of talking about the Chinese as filthy. It was not fair to judge a people by its “submerged tenth,” but he thought there were whole districts in London, Paris, New York and Berlin that for filth, squalor and degradation were as bad as anything to be found in China. They were told the Chinese were cruel. Was that a peculiarly Chinese characteristic? Think of the horrible barbarities of the medieval ages in Europe! The main point of differentiation between the East and the West was that the Chinese had an arrested civilisation. They had made no advance for a thousand years. The Westerner was a thinking man and therefore had progressed. The Easterner was a meditating man, and therefore had stagnated; he was a fatalist, and that was what made him a fanatic in war. There had been three great attempts by the West to master the East. First came Alexander, then the Romans, then the Crusaders. Every attempt had been a dismal failure. Now, a thousand years after the last attempt England and Russia were moving East simultaneously. England had made her way round Cape Horn up into the Pacific and the Indian Ocean. Russia had moved along the North. Whether each would keep its part was to be settled, but neither had yet made the slightest impression upon the Asiatic mind or civilisation.

EUROPE IN ASIA.

The prospects of Europe in Asia were problematical. From the military point of view he was afraid there was more peril in awaking the sleeping giant than in binding him. Lord Wolsley called it the Chinese terror. We had got hold of the bear's tail and we were afraid to keep hold of it and very much afraid to let it go. But now as to the Anglo-Saxons: a hundred years ago there were less than 25 millions of people speaking the English language. To-day there were 125 millions. (Applause.) That ratio was increasing. Unlike the Latin races, the Anglo-Saxon was not disappearing. It was the winning race. The solution of the Eastern question lay with the Anglo-Saxon race and with Christianity. The Anglo-Saxon was the man and Christianity the motive. He was not now talking as a practical theologian or a preacher but as a practical politician, if you please, and Christianity was the best politics in the world. The people that turned their backs upon Christianity were riding to the worst fall the world had ever seen. The Anglo-Saxon was a residuum of all races. Its great principles were the right of the individual, freedom of conscience, personal liberty, free government. If Germany did not make peace with the Anglo-Saxon peoples and allies of the Anglo-Saxons she was lost. The Anglo-Saxon was the only successful colonist the world had ever seen. What was Spain to-day? What was Portugal? What was France? France had a little colony down here at Tonkin and she was sitting there shivering and shivering now. She was sitting on the top of a volcano. The Dutch colonists had not been very successful. Germany was making a big blunder about colonising, but she could not colonise; she had not got personal liberty and free government. No nation could colonise with a mailed fist. (Applause.) The Anglo-Saxon was a conquering race. It had never been beaten in war for 1,100 years. The blue-eyed race had beaten the black-eyed race.

THE SLAV AND THE ANGLO-SAXON.

But the great death-struggle was coming between the Anglo-Saxon and the Slav; and China lay between these two. The point was who was going to dominate the future civilisation of China. Was it to be Slavonic or Anglo-Saxon? He did not think they need compare the two. England and America made up the Anglo-Saxon race. They were one family, one blood. (Applause.) It was quite true that between England and America there rolled 3,000 miles of water, but England had travelled East and America had come farther West and here they were—Hongkong and Manila, with only a ferry between them. Why had God sent the other branch of the Anglo-Saxon race out to the Philippines and planted them

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right at the door of China? Because England was unequal to the job herself. England and America were the only two great countries which stood in isolation, free of other nations and yet in solidarity with each other. England had no complication with any European Power. America had no treaty with any race on the earth, but he thought she had a good understanding with England. After all our quarrels and hard feeling there was a good understanding. (Applause.) England and Japan—well, England, America and Japan—and Russia would have a very bad quarter of an hour. It was Christianity that had been the inspiration of Western civilisation, and it was going to be the solution of this Eastern question. The peril of England to-day was that England would forget God in her Eastern Empire. “God of Nations, help us yet; lest we forget, lest we forget!” (Applause.)

On the motion of the CHAIRMAN a hearty vote of thanks was awarded Dr. Pentecost for his interesting lecture.

THE WORLD'S GOLD SPECTRE.

The following letter addressed to the Editor of the *Financial and Bullionist* appears in that journal of the 1st January:—Your able correspondent Mr. Anthony Purbrook, in the columns of the *Financial and Bullionist* of Saturday, the 20th inst., aptly compares the Monroe doctrine to the woman who before she could cook the hare had to catch it. The “Monroe doctrine,” the hare and the gold referred to by your correspondent are on all-fours with each other. There is no Monroe doctrine except in sentiment. There are no hares except in preserves, and no gold except what is hypotheated. At the same time it is impossible to misconstrue what your correspondent says about the trouble in New York being the want of gold. True. But the trouble in Venezuela is also the want of gold. The trouble in our Colonies is the want of gold. In fact, the trouble all over the world is the want of gold. And the question arises: Where is the gold to come from, and is its presence actually needed for the currency of nations except as a standard of value? What could the philosophers of old be thinking about when they requisitioned with discrimination value gold and silver for the progression and civilisation of mankind and for a measure of value for the wants and necessities of life? And yet with all their philosophy we find that time has knocked the bottom out of the measure of value of one money metal to the other, leaving the commercial communities of the world stranded on the barren rock of gold. The question arises: What becomes of the gold obtained from our over-sea possessions? Does it go to develop our Colonies and dominions and expand our Empire, or does it find its way into the treasuries of competing commercial communities? No doubt, being gold, it is being hoarded by the privileged money-making classes. It certainly is not in the hands of the many who make up this vast Empire.

If I interpret the words of your correspondent correctly, there is not enough gold, and never will be, to go the round of the world for commercial purposes on sound-money principles. Communities have to be financed instead of financed. We are, and have been, expanding on a scientific banking system whereby credit and material wealth have been doing the work of metal money; and should according interest on our foreign investments become suddenly stopped, or the small floating gold balances held by our joint stock banks withdrawn, the Government would find itself in precisely the same monetary condition as Venezuela is to-day. Then what is the remedy for a state of Home, Colonial and Empire monetary complexities such as we find in 1903? The remedy is not far to seek, for those who are in earnest in seeking for it, when once it is sought for. If, as your correspondent says—and doubtless he is right—Lord Rosebery recently said: “The wars of the future would be commercial wars,” how regrettable it is his Lordship, having realised the true state of affairs, does not apply this influence and great abilities to ways and means for providing the sinews of war—gold or its equivalent—for the coming commercial warfare of nations. At no period of time did the grand old colonising country stand more in need of a great fund of the common than it does to-day. England wants a Chancellor statesman who can do something more than balance the Budget—that is simply the work of an actuary. England wants a statesman who can create and maintain an Imperial Treasury from the money metals of the Empire, in order to increase this currency on an elastic basis to keep pace with the expansion and development of the Empire's new worlds of trade and commerce. Who is that man? If it is Lord Rosebery, let him declare himself, and the £42,304,510 of Home, Colonial and Empire subjects of King Edward VII. will appreciate his patriotic motives.

Gold being the standard of value, the presence of gold is not absolutely essential, provided that silver without a ratio to gold can automatically perform the functions of sound money value, equivalent to the standard; (b) if this logic is sound, then legislative measures are necessary to utilise silver through bullion banks of issue at the market price of the day—that being the equivalent of gold. Thus silver as a commodity would find its level on the bullion markets of the world, because the bullion being hypotheated against the issuance of legal tender paper money, could only be released with the gold issued and in circulation; (c) that the faint lies in the want of metal money in the currency of nations, and this the gold standard does not supply. The people on the Continent of America must, by force of circumstances, frame monetary laws that will expand their currency as their trade and commerce expand. But this sound currency movement, based on bank assets, may have far-reaching consequences, if it becomes law, which the promoters fail to recognise at the moment, and may, like the shipping trust, grip John Bull financially by the throat. This concerns England, as the creator of nations of the world, more than the rest of the great European Powers. Currency based on bank assets to represent steel, shipping and other inflated paper values cannot withstand monetary upheavals and violent fluctuations that will occur when such inflated paper values are forced upon the market for conversion into gold—the American Government is at the back of such currency at the moment. A marked distinction must always be drawn between metallic money and material wealth (bank assets); and between coined money and a blanket mortgage on the world's gold, and, therefore, I venture to predict in the near future, if such becomes law, a gold quake. At the same time I admit the currency of nations should increase as communities

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OF THE FOLLOWING RACES:

DERBY

EXCHANGE PLATE

GERMAN CUP

PROFESSIONAL CUP

GARRISON CUP

HONGKONG STAKES

ACHEE & CO.,

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17A, QUEEN'S ROAD CENTRAL.

H. on 17th February, 1903.

expand and become more civilised, but I maintain the expansion of currency must be based on one or both of the two money metals—gold and silver—the former as the standard value, the latter as the subsidiary thereto. The suspension of Peace and Partners, bankers, Darlington, is a striking illustration on a small scale of what currency in England would be if based on bank assets. The collapse of the eminent firm of bankers, Baring Brothers, that almost strangled the strength of the Bank of England and took the united power of the financial world of London to avoid a national monetary calamity, is another illustration of the vagaries of currency and want of metal money. Such signal instances of financial breakdown could and would be minimised if silver were utilised at the market price of the day and placed side by side with gold without a ratio, and acknowledged by gold standard countries as one of the indispensable money metals of the world.

The English system of joint-stock banking is not perfect, but dangerously unsafe. All reserve funds should be kept in money metal, and paper money equivalent to the American \$5 green back should do the work of the pound sterling. It is doubtful if London had been put to the monetary strain that New York has been during the late crisis, whether the strain would not have culminated in a breakdown, and there lies the blot on our monetary system—a real danger to the Empire, which I have brought under the notice of King Edward VII. and the President of the United States of America, because these two English-speaking nations must be one in currency matters; they are so closely allied that their currency should be inter-changeable, and then they would dominate the world.

Every man's hand should be raised against currency based on bank assets. It is the unreason and unacknowledged, the make-shift movement of millions, trusts and combines for New York to become the great monetary head centre of the world; and currency based on inflated wealth will hasten the day. Gold and silver is the money of the people and of the world. It is their birthright, and these two money metals must be brought into harmony with each other. Consolidate the currency of England and America, and the whole world will be benefited thereby. And with a view to that, and I venture to say through the columns of the *Financial and Bullionist* where the patriots (aside from all political issues) who will at this particular time take hold of this momentous subject and devise means that will bring England and America together on a sound money policy, based on the money metals of the world, and not on bank assets, as proposed by the Sound Currency Committee of the Reform Club of New York and endorsed by the New York Chamber of Commerce—with the exception of Mr. August Belmont, the agent of the Rothschilds—a sound currency (not sound money) policy intended to benefit the National City Bank of New York (the rival of the Bank of England), J. Pierpont Morgan, and paper money millionaires.

THE AMERICAN NEGRO.

If anything can reconcile the people of the United States to the recognition of the negro's claims to citizenship, now but nominally his in the South at least, it should be the work of Booker T. Washington. He has recently addressed a tremendous audience at the Mechanics' Pavilion, San Francisco, where he achieved a great triumph. The local *Chronicle* describes President Roosevelt's friend thus:—“Plain of feature, shambling in gesture, with stooped shoulders and the characteristic dialect of the negro, only slightly modified, this rough man in his ill-fitting evening dress swayed his audience with his every word and gesture. Quotations from Shakespeare, from Burns and the Psalms fell from his lips as readily as the dialect anecdotes of his own people.” Booker Washington's warning to his own people is this:—“The coloured people must now rectify a mistake which they made after their emancipation. They tried to start in at the top; they brought a carriage to ride in instead of a wagon to work with. I am trying to teach my people that they must begin at the bottom—the soil and work up. They must learn they must follow the growth of all nations. They must learn that liberty is a conquest, not a bequest.”

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Gaelic*, with mails, &c. from San Francisco to the 28th ult., via Honolulu, left Yokohama for this port yesterday morning, via Island Sea, &c.

The Boston Steamship Co.'s steamer *Trenont* left Victoria for Yokohama and the usual ports on the 10th inst.

The N.P. steamer *Olympia* arrived at Victoria (B.C.) on the 14th inst.

The N.Y.K. steamer *Sanuki Maru* (European Line) left Shanghai for this port on the 17th inst., and is expected here to-morrow.

The O.S.S. steamer *Achilles* left Singapore yesterday morning, and is due here on the 23rd inst.

The P. & A. steamer *Indraamha* left Port and (Or.) for this port via Japan on the 11th inst., and may be expected here on the 13th prox.

THE NEW TREATY AND THE EXPORT OF GRAIN.

“H. K.” writes to a financial contemporary—After the prolonged negotiations one might have expected that, as an aggrieved party, advantage would have been taken of the unique situation to secure to our merchants and shipping some adequate benefits to trade, such as the right to import salt, which is a Government monopoly, or a repeal of the useless and antiquated prohibition to export grain to foreign countries, the latter prohibition being wisely introduced into the Tientsin treaty at the instance of the Treaty of Shanghai (the Tientsin of Circuits), and not by the Imperial Government, as no doubt most people imagine. But the new treaty, instead of providing for a relaxation of this archaic and unnecessary clause, deliberately confirms this interdiction in Article XIV, although it must have been known that any valid reason which may have warranted the measure in 1858, such as fear of rice, &c., resulting the Tientsin rebels, no longer exists. Under the Nanjing Treaty of 1842 the export of grain was allowed, as a matter of course, until 1858, when shipment abroad was prohibited by an inferior officer (Tao-tai), not for any economical reason, but in conformity with the penal code (the last issue of which is dated 1868), lest unrestricted export might enable supplies to reach pirates, &c. As a fact, the original interdiction against grain also included pulse or beans from the port of Newchwang, but the prohibition was rescinded in 1862 in favour of beans, though an infringement of the code, with the result that since the withdrawal of the senseless interdiction the annual export abroad of beans and bamboos (manure) now aggregates over 5,000,000 cwt., or more than 9,000,000 cwt., if we include shipments coastwise, employing in recent years as much as 500,000 tons of outward tonnage, of which fully 40 per cent. is British. Vast as the cultivation of beans must be to yield such a huge export, the most competent authorities resident in Manchuria aver that the crop of tall millet (*Holcus sorghum*) and other cereals is far in excess of the output of beans, from which fact we can form an estimate of the extent to which the export of grain might develop. If this unreasonable prohibition were annulled, as it certainly should be before the Mackay Treaty is ratified.

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Hongkong, 19th March, 1902. [334]

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CHRIS OF ALL-SORTS,

BY

S. BARING-GOULD,

Author of "Mehalah," "John Herring," etc.

CHAPTER XIV.

FROM EAST TO WEST.

Exposes thyself to what wretched fool:
That thou may'st shake the superfluous to thee;
And show the heavens more just.

—King Lear, Act III, Sc. 5.

When Christine reappeared in Queen Street on her way back to Cumberland Mansions, she saw that there were as many persons there as when she had first made acquaintance with it, but there was not the same noise. Women were at their doors, girls were struggling about the street, or clustered in knots talking. As Christine passed, they looked at her in a half defiant, half suspicious manner. Brice had obviously distributed the money among the girls; and they did not understand the motive of the donor, and were distrustful of her purpose.

Brice was awaiting Christine.

"I must remember the number of your house," said the latter; "one dwelling is here so like another, that I might make a mistake if I came this way again."

"Are you coming again to Queen Street?"

"Yes, I shall often visit my cousin, and if you will allow me, as I pass through, I will look in on you."

"I don't mind. But I ain't in till late at nights every day but Saturday and Sunday."

"Is Polly Flinders here?"

"Yes—there. But you won't have her took up for it?"

"Of course not. Which is she?"

Brice pointed to a girl with a sullen face standing in a doorway. Christine at once stepped in her direction. Seeing which Polly turned her back, and would have darted within, had not she been prevented by a man and a woman coming out of the house she had to enter, and blocking the passage.

"Polly," said Christine, "do not be shy. I wish only to tell you that you are entirely welcome to the money. Let it be my present to you, and mind and buy a good bit of beef with it for your Sunday dinner."

The girl looked at her, said not a word of thanks, and dived between those who were issuing from the house, and disappeared up the staircase.

When Chris rejoined Brice, the latter said, "I hope you gave her the rough side of your tongue. She's a low creature."

"I told her to keep the six and six; she was welcome."

"You're a rum 'un," ejaculated Brice; "but come along; you take my arm, and I'll oblige you through for you. There's a lot of Jews about in Indigo Passage."

"The girl conducted Christine through the maze of streets till they reached Bishopsgate."

"There you are," she said. "And goodnight to you."

"Before we part," said Christine, taking the girl's hand, "I want a word with you. The others have had some money from me—but you nothing."

"Don't want any. Git along with you."

"But your brother Cecil does. He needs comfort. Give him a fire whenever he requires one, do not stint the coal, and let me be paid, master. Besides, I wish greatly to bring him something that may do him good."

"What's that?"

"Cod-liver oil. It is not nice, but it will relieve his labouring lungs. You will allow me—it must be taken in wine."

"That's fine talking. Where's the wine to come from?"

"I will bring some along with the oil. You think you can induce him to take it?"

"Taint so many nice things we have, that 'ee should turn up his nose at a little medicine."

"It is not exactly medicine, it is nourishing."

"Come to us, and welcome."

"Good-bye, Brice. I cannot tell you how deeply I feel your kindness. You have done me a service I shall never forget. I shall always regard you with high respect as a good girl."

"I ain't that by long chalks."

"Well!" she took both the girl's hands in hers, and pressed them. "Till we meet again."

On her return to Cumberland Mansions, Christine found Lady Barbara much revived, and somewhat querulous over her protracted absence.

"My dear Chris," said she. "You really have been away an unconscionable time. Lady Brenda has been to call on you, and has left Brenda's card. She heard from Laura that you were here, and invites us to dine with her on Wednesday. Why, good gracious me! what have you done to your face?"

"I have met with an accident."

"I know," said the old lady. "I had the same thing happen to me. In a hansom one must be very careful, or the fool of a driver lets down the glasses and catches you on the eye."

"I have met with an accident."

"I know," said the old lady. "I had the same thing happen to me. In a hansom one must be very careful, or the fool of a driver lets down the glasses and catches you on the eye."

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"I have met with an accident."

"I know," said the old lady. "I had the same thing happen to me. In a hansom one must be very careful, or the fool of a driver lets down the glasses and catches you on the eye."

knocks out a tooth. But, bless me, you will have a brain, you cannot go with a blank eye to the Bretons."

"I dare say it will be right in time."

"No, it will not. It will show black and yellow. What is to be done. I cannot be seen with you, if you are a girl. By the way, there is a letter for you from Laura. I know her handwriting. It is on this mantelpiece. How was your cousin?" The question was asked in a tone of indifference.

"She is very poorly; obliged to lie down half the day."

"If she will live in the slums, what else can she expect? Why the atmosphere there is bad for the health and fatal to the complexion. La tante et le pean—avant tout."

"But she may regard it her duty to remain there, with her father."

"Fiddlesticks. He ought to consider his daughter. What chance is there of marrying her, well, situated in that horrible part of the town? He should throw up his living and take one in the country."

Instead of pursuing the topic, Christine took her letter and opened it, after an apology to her aunt.

It ran as follows:—

My Dear Niece,—After all, I admit that you did the right thing, and acted with judgment in throwing over Captain Fenton. It has come out that he is not a baronet. His uncle was privately married, and has left a son, who, of course, inherits. No doubt you know all this, but as it had been confided to you, you did not feel justified in telling it; but you might have made an exception to me, as your aunt. It would never have done. You see, I quite approve of your conduct, and think you acted with excellent judgment. He attended the funeral in the expectation that Sir John might have remembered him in his will. But the old man died intestate; he was as crooked as the letter Z. So Roger got nothing at all, or rather minus nothing, for he will have to pay a pretty bit to Mr. Gallop, for taking him off his practice, and dragging him all the way to Sussex, and keeping him there over the funeral. Roger is gone to South Africa, which is well. It would have been awkward for you to meet him here; and he might have been fussing for a renewal of the engagement, which cannot be, under the circumstances. How long shall you be away? People here are beginning to forget that story of the hunting-field, and are giving you credit for prudence in throwing Captain Fenton over before it was made public that all his prospects were going to disappear as smoke. I have had to give notice to Sarah Jane. She was most impertinent, when I complained that the desert dishes were put on crockedly. I wonder whether you can find me a respectable and obliging parlour-maid in town. Pray look out for one. A good deal of worry has fallen on me during your absence that tries my nerves terribly. Still, I am unselfish, as all the world is aware, and I would not have you back just yet, till you can do so with comfort to yourself and me. Give my love to Barbara. I fear you will have a trying time with her, she is so exacting and inconsiderate.—Your affectionate aunt

"LAURA DEMANT."

"Well," said Lady Barbara; "how is my sister?"

"She is somewhat disturbed by losing her parlour-maid, and she wants me to find her one in town."

"What nonsense. Town servants will not go into the country. Do something to your face. We must dine with the Bretons on Wednesday; and though it is quite en famille, I must have you look your best."

Lady Barbara sat back in her chair, with the fire-screens between her face and the glowing grate.

"I am glad it is over," she said. "It was a thing that had to be done some time or other."

"What, aunt?"

"A visit to your cousin. You have done the devil's work."

"But—I am going there again."

"Again! though they are your relatives, excuse me, they have no social position, and therefore are not worth cultivating."

Aunt! I lost my watch to-day, and a poor East-End girl found and restored it to me."

"She expended a handsome reward."

"And I saw a boy in a decline, crouching over a hearth in which there was no fire."

"Those sort of people are accustomed to go without."

"But he was shivering with cold."

"Custom does wonders. It becomes a second nature. Touch the bell, dear, for Phoebe to put on some more coals."

(To be continued.)

HONGKONG RIFLE ASSOCIATION.

THE ANNUAL GENERAL MEETING

of the MEMBERS of the ASSOCIATION will be held at the HONGKONG HOTEL, on FRIDAY, 20th FEBRUARY, at 5 o'clock P.M., for the purpose of passing the Accounts for 1902, electing a Committee and Officers for 1903, and to consider a proposal to amalgamate with the Army Rifle Association. Members are earnestly requested to attend.

M. S. NO THCOTE,
Hon. Secretary.

Hongkong, 7th February, 1903. 110

NOTICE OF REMOVAL.

WANG HING.

JEWELLER,
has REMOVED on the 11th FEBRUARY to No. 11, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY & WALSH).

Hongkong, 9th February, 1903. 472

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [3199]

"DARTING"

"LANOLINE"

Natural Toilet Preparations.

"DARTING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.

"DARTING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

Wholesale: 67, Holborn Viaduct, E.C.

The "Darting" BRAND appears upon all the original "Lanoline" Preparations.

DRESSMAKING.

BEST FIT AND STYLE GUARANTEED.

A SPLENDID NEW STOCK OF RICH SILKS.

CINEMATOGRAPHS.

GENTLEMEN'S DEPARTMENT.

NEW STOCK OF NECKWEAR, GLOVES, HALF HOSE,

PYJAMAS, FLANNEL SHIRTS.

LARGE SELECTION OF SMART AND STYLISH RAIN COATS.

W. M. POWELL, LD.,

28 & 34, QUEEN'S ROAD, OPPOSITE POST OFFICE.

[44]

THREE CASTLES CIGARETTES

IN PATENT AIR-TIGHT TINS.

CAPSTAN TOBACCO

IN PATENT AIR-TIGHT TINS.

THREE STRENGTHS: MILD, MEDIUM AND FULL.

THESE BRANDS ARE ALWAYS RELIABLE.

TOBACCO IN FINE CONDITION IN ALL CLIMATES

MADE BY

W. D. & H. O. WILLS.

BRANCH

BRITISH-AMERICAN TOBACCO

COMPANY, LIMITED.

[43]

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEI.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	W. Hayward	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON & ANTWERP, VIA GENOA	OLYMPIE	Brit. str.	—	T. Darke, R.N.R.	McGREGOR, BROS. & GOW	On 25th inst.
LONDON, AC, VIA PORTS OF CALL	REXAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON VIA GENOA	DIONE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th March.
LONDON	MACKAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th March.
LONDON	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st March.
LIVERPOOL	PINGSUY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th April.
LIVERPOOL	DIANDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
MARSHALLS, LONDON & ANTWERP, V. SPORE, &c.	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th March.
MARSHALLS, AC, VIA PORTS OF CALL	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
MARSHALLS & ANTWERP	OCEANIAN	Freem. str.	—	Guigues	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	PERSEUS	Brit. str.	2 m.	P. Grosch	BUTTERFIELD & SWIRE	On 28th inst.
HAVRE & HAMBURG	STUTTGART	Ger. str.	—	Fuchs	MELCHERS & CO.	To-day, at Noon.
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 10th March.
HAVRE & HAMBURG	KANIGSBURG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 24th March.
HAVRE & HAMBURG	SAMBA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 7th April.
HAVRE, COPENHAGEN & BALTIC PORTS.	KORSA	Ger. str.	—	Permitz	MELCHERS & CO.	On 21st April.
NEW YORK VIA SUEZ CANAL	GIBELTAR	Brit. str.	—	D. Morris	SHEWAN, TOMES & CO.	On or about 24th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	SUDORA	Brit. str.	—	—	—	On 24th inst.
SAN FRANCISCO	ANAB	Dan. str.	—	Gov	DODWELL & CO., LD.	About 3rd March.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	—	—	On 26th inst., at 5 P.M.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	—	On 24th inst.
VICTORIA (B.C.) & SEATTLE VIA KOBE & YOKOHAMA	ACHILLE	Brit. str.	—	—	—	On 24th inst., at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	IYO MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHANMUT	Brit. str.	—	W. M. Smith	DODWELL & CO., LIMITED	On 25th inst.
PORTLAND, OREGON	HOLLINGSWORTH	Brit. str.	2 m.	H. Fraser	PORTLAND & ASIATIC S.S. CO.	On 28th inst.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	McArthur	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	—	—	On 5th March, at Noon.
YOKOHAMA, VIA SHANGHAI, NAGASAKI, &c.	CANDIA	Brit. str.	—	E. G. Andrews	BUTTERFIELD & SWIRE	On 11th March.
KOBE & YOKOHAMA	YONBY MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On or about 22nd inst.
KOBE, NAGASAKI & VLADIVOSTOCK	INADA MARU	Jap. str.	—	W. B. Baidie	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
KOBE	SAVOIA	Ger. str.	—	Rebelsdorf	HAMBURG-AMERIKA LINIE	On 16th March.
NAGASAKI, KOBE & YOKOHAMA	CHINGTU	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
TIEN-TSIN	KUMANO MARU	Jap. str.	—	—	—	On 24th inst.
SHANGHAI	NANCHANG	Brit. str.	2 m.	—	—	To-day.
SHANGHAI	LYEEMOON	Ger. str.	—	Th. Lehmann	SHEWAN, TOMES & CO.	To-day, at 4 P.M.
SHANGHAI	HANTANG	Brit. str.	—	—	—	To-morrow.
SHANGHAI	WHAMPOA	Brit. str.	—	—	—	On 21st inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	HAMBURG	Ger. str.	—	E. Burmeister	BUTTERFIELD & SWIRE	About 21st inst.
SHANGHAI & KOBE	ANKIN	Brit. str.	—	C. J. Bonten, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
SHANGHAI, KOBE & YOKOHAMA	EMPEROR SIMONS	Freem. str.	—	Dupuy Freres	MESSAGERIES MARITIMES	On or about 22nd inst.
SHANGHAI	VALETTA	Ger. str.	—	Schulz	SHEWAN, TOMES & CO.	On 22nd inst., at Daylight.
SHANGHAI	SUEZ	Ger. str.	—	W. B. Palmer, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, DALNY & PORT ARTHUR	DAIGI MARU	Jap. str.	1 m.	T. W. Grove	HAMBURG-AMERIKA LINIE	On 15th March, at Daylight.
TAMU, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 22nd inst.
ANPING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	To-day.
FOOCHOW, VIA SWATOW & AMOY	PAKHOI	Brit. str.	—	—	—	On 25th inst.
FOOCHOW	KONG BENG	Brit. str.	—	—	—	On 30th inst.
AMOY, SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	—	—	On 24th inst.
SWATOW, AMOY & FOOCHOW	HANTAN	Brit. str.	—	—	—	On 6th March.
CEBU & ILOILO	KIEKIANG	Brit. str.	—	—	—	To-morrow, at 10 A.M.
MANILA	ROSETTA MARU	Jap. str.	2 m.	N. Talo	DOUGLAS LARPAK & CO.	On 24th inst.
MANILA DIRECT	YUNSHANG	Brit. str.	2 m.	R. Rolger	TOYO KISEN KAISHA	To-morrow, at Noon.
MANILA, VIA AMOY	SUNSHANG	Brit. str.	—	Rolle	SHEWAN, TOMES & CO.	On 24th inst., at Noon.
MANILA	SUNSHANG	Brit. str.	—	Rolle	JARDINE, MATHESON & CO.	On 21st inst., at 3 P.M.
MANILA DIRECT	RUBI	Brit. str.	—	E. W. Almond	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	CHANGSHA	Brit. str.	—	S. H. Nelson	BUTTERFIELD & SWIRE	On 11th March.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	Geo. Payne	DAVID SASSOON & CO., LD.	To-morrow, at 3 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	NAMISANO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst., at Noon.
	KASOHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 24th inst., at Noon.

SHIPPING.

ARRIVALS.

Feb. 15, BABELSBERG, German str., 1,379, A. Reckmann, Singapore 9th Feb. General.—
Feb. 16, ZEPHYR, British str., 1,511, R. Rodger, Manila 14th February, General.—
Feb. 17, CHUYEN, Chinese str., 1,211, Si-man, Shanghai 12th Feb. General.—
Feb. 17, GUYEN, British str., 2,637, W. Hayward, Yokohama 3rd February, General.—
Feb. 17, CALIAO, U.S. gunboat, Lieut. E. A. Anderson, Manila 7th February.—
Feb. 17, LEANO, U.S. gunboat, 540, Lieut. Comdr. A. G. Winterhalter, Manila 7th February.—
Feb. 17, HAITAN, British steamer, 1,181, J. S. French, Swatow 10th February, General.—
Feb. 17, KWONGSANG, British str., from Canton.—
Feb. 17, NAKASAKI, British str., 1,485, G. Payne, Calcutta 1st February, General.—
Feb. 17, SANBARAN, German str., 1,374, C. Schmidt, Swatow 11th Feb., Timber.—
Feb. 17, PUNPAT, American str., 725, J. C. Arthur, Manila 7th February, General.—
Feb. 17, STUTTGART, German str., 3,199, P. Grosch, Yokohama 7th Feb. General.—
Feb. 17, TARTAR, British str., 1,344, E. C. D. Boudry, Shanghai 13th Feb. and Swatow 10th February, General.—
Feb. 17, VILLALBA, U.S. gunboat, 401, Lieut. L. C. Bortolotto, Manila 7th February.—
Feb. 17, WHAMPOA, British str., from Canton.

CLEANANCES.

Another Harbour Master's Office.
17th February.
Anara, British str., for Samarang.
Anping, Chinese str., for Shanghai.
Anping, British str., for Nagsaki.
Chiguan, Chinese str., for Canton.
Dentora, German str., for Chinkiang.
Haitang, British str., for Swatow.
Hongkong, French str., for Hoihow.
Kyoto Maru, Japanese str., for Kobe.
Maidzuru Maru, Japanese str., for Swatow.
Paoting, British str., for Shanghai.
Taitung, British str., for Canton.
Taitung, German str., for Hoihow.

DEPARTURES.

17th February.
ANABA, British str., for Samarang.
AMERICA MARU, Jap. str., for San Francisco.
ANPING, Chinese str., for Shanghai.
APENADE, German str., for Hoihow.
CHATEAUBEAULT, French str., for Saigon.
HAILOONG, British str., for Swatow.
HONGKONG, French str., for Hoihow.
HONGMOH, British str., for Amoy.
KYOTO MARU, Japanese str., for Kobe.
LONONTHUS, British str., for London.
PROSPER, Norwegian str., for Wuhu.
SHUN MARU, Japanese str., for Shanghai.

VESSELS IN DOCK.

17th February.
AERDEN DOCK.—
K. W. LON DOCK.—H. G. M. S. Itis, Kishan, Hoihow, Hoihow, Compagnie des Philippines, Sherman, Seward, Hoihow, London, Isla de Cuba, Cosmopolitan Dock.—Hankow, Savona.

SHIPPING REPORTS.

The British steamer Hoihow, from Swatow 15th Feb. had moderate wind and sea, fine and clear weather.
The British steamer Taitung, from Shanghai 15th Feb. and Swatow 16th, had moderate N. to N.E. wind and fine, clear weather to Swatow; thence to port light winds and heavy weather.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Reuch, will be despatched for the above ports TO-MORROW, the 19th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARPAK & CO.,

General Managers.

Hongkong, 16th February, 1903. [544]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain S. H. Nelson, will be despatched for the above ports TO-MORROW, the 19th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD.,

Agents.

Hongkong, 16th February, 1903. [544]

FOR SAN FRANCISCO.

THE Company's Steamship

"ARAB."

Captain Gov, will be despatched as above on FRIDAY, the 20th inst., at 5 P.M.

This steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

ARNHOLD, EAKS, EG & CO.,

Agents.

Hongkong, 17th February, 1903. [549]

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

OF THE HAMBURG-AMERIKA LINIE.

Captain E. Burmeister, due here with the outward German Mail about FRIDAY, the 20th inst., A.M., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 17th February, 1903. [5]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Russian Steamer

"KOREA."

Captain Peritz, will leave for the above ports on or about the 24th inst.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 7th February, 1903. [456]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA GENOA.

THE Steamship

"GLENGYLE."

Captain T. Darke, R.N.R., will be despatched as above on WEDNESDAY, the 25th inst.

For Freight or Passage, apply to

McGREGOR, BROS. & GOW.

Hongkong, 5th February, 1903. [433]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S.	Tons	WEDNESDAY, 19th Feb.
"TARTAR"	4,425	11th Mar.
"EMPERESS OF JAPAN"	6,400	18th Mar.
"ATHENIAN"	3,882	25th Mar.
"EMPERESS OF CHINA"	6,000	1st April.
"EMPERESS OF INDIA"	6,000	8th April.
"TARTAR"	4,425	15th April.
"EMPERESS OF JAPAN"	6,400	22nd April.
"ATHENIAN"	3,882	29th April.
"EMPERESS OF CHINA"	6,000	6th May.
"EMPERESS OF INDIA"	6,000	13th May.
"TARTAR"	4,425	20th May.
"EMPERESS OF JAPAN"	6,400	27th May.
"ATHENIAN"	3,882	3rd June.
"EMPERESS OF CHINA"	6,000	10th June.
"EMPERESS OF INDIA"	6,000	17th June.
"TARTAR"	4,425	24th June.

THE magnificent TWIN SCREW "EMPERESS" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and making connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL FARES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at the Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Map, Guide, Book, Rates of Passage and Freight, apply to

D. S. CROWN, General Agent.

11, Market Street.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.

Captain.

Tons.

Sailing Date.

SHANMUT W. M. Smith 9,806 February 25th

LYRA Williams 4,417 March 10th

VICTORIA J. Panton 3,502 March 17th

HYADES G. Wright 3,753 March 24th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON W. Hayward	10 A.M. 19th February	Freight or Passage.
SHANGHAI and KOBE	SANKIN C. J. Eenton, R.N.E.	About 21st February	Freight only.
YOKOHAMA, VIA SHANG- HAI, NAGA-SAKI, MOJI and KOBE (Passing through the Inland Sea)	CANDIA E. G. Andrews	About 22nd February	Freight only.
LONDON, &c.	BENGAL A. L. Valentini	Neon, 25th February	See Special Advertisement.
SHANGHAI	VALETTA W. B. Palmer, R.N.E.	About 28th February	Freight or Passage.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESTOR"	On 20th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 23rd February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 25th February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 6th March.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 11th March.
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON via GENOA	"DIOMED"	On 7th March.
LONDON	"MACHAON"	On 17th March.
LONDON	"GLAUCUS"	On 31st March.
LONDON	"PINGSUEY"	On 14th April.

LIVERPOOL BERTH.		
FOR	STEAMERS	TO SAIL
LIVERPOOL	"DARDANUS"	On 21st February.
LIVERPOOL	"KINTUCK"	On 20th March.

CONTINENTAL BERTH.		
FOR	STEAMERS	TO SAIL
MARSEILLES and ANTWERP	"PYRRIUS"	On 28th February.

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via KOBÉ and YOKOHAMA.	"ACHILLES"	On 24th February.

The S.S. "NESTOR" left Singapore on the 14th inst., and is due here on the 20th inst.
The S.S. "DARDANUS" left Kutchin on the 14th inst., and is due here on the 20th inst.
The S.S. "ACHILLES" left Singapore on the 17th inst., a.m., and is due here on the 23rd inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YU CHOW"	On 18th February.
SHANGHAI	"HAIYANG"	On 18th February.
SHANGHAI	"KONG BENG"	On 23rd February.
SHANGHAI	"WHAMPOA"	On 21st February.
TIENTSIN	"NANCHANG"	On 23rd February.
CEBU and ILOILO	"SUNGKIANG"	On 24th February.
FOOCHOW	"KIUKIANG"	On 24th February.
AMOI, SAMARANG and SOERABAYA	"PAKHOI"	On 26th February.
MANILA	"SHANTUNG"	On 8th March.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 11th March.
KOBÉ	"CHINGTU"	On 16th March.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[11]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBÉ, PORTLAND, OREGON, AND YOKOHAMA FOR

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"INDRAPURA"	4,899	A. E. Hollingsworth	February 25, 1903
"INDRASAMHA"	5,197	H. P. Craven	March 16, 1903
"INDRAVELLI"	4,899	W. E. Craven	April 16, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th February, 1903. [14]

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
ROSETTA MARU	Tate	3876	Thursday, 19th February, at Noon.
ROHILLA MARU	P. Bishop	3869	Wednesday, 25th February, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 16th February, 1903. [478]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila Direct.	On 20th Feb. at Noon.
RUBI	2540	R. W. Almond	Manila Direct.	On 27th Feb. at Noon.
DAMANTE	1830	A. H. Nottley		
PERLA	1880	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th February, 1903. [17]

HAMBURG-AMERICA LINE.

FOR SHANGHAI.
(Taking Cargo at through rates to Tientsin, CANTON and HANKOW.)
The Steamship

"LOONGMOON,"
Captain Schulz, will be despatched for the above port on SUNDAY, the 22nd inst., at DAYLIGHT.

This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to

SIEMSEN & CO.,
Agents.

Hongkong, 17th February, 1903. [551]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.
The Company's Steamship

"ERNEST SIMONS,"
Captain Dupuy Frey, will be despatched for the above ports on or about SUNDAY, the 22nd inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th February, 1903. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd February, 1903, at 1 p.m., the Company's Steamship "OCEANIAN," Captain Guignes, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the S.S. "Australia," leaving that port on the 7th M. rel. direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 22nd February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 11th February, 1903. [2]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship

"GIBRALTAR,"
Captain D. Morris, will be despatched for the above ports on TUESDAY, the 24th inst.

For Freight apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th February, 1903. [479]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship

"BENGAL,"
Captain A. L. Valentin, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 23rd February, at Noon, taking passengers and cargo for the above ports.

Shik and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th February, 1903. [1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"EMPIRE,"
Captain McArthur, will be despatched as above on THURSDAY, the 5th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passenger, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th February, 1903. [447]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austin, R.N.R.

DAILY Departure from Hongkong to Macao at 8 a.m., from Macao to Hongkong at 2.30 p.m., Sunday included. Heavier 1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Stowage, \$0.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market, at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to

SHEWAN, TOMES & CO., LD.,
81, Queen Road Central.

Hongkong, 16th February, 1903. [39]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
1903.

"SHIMOSA" ... About 3rd March.
"THORIS" ... 15th March.
For Freight and further information, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 18th February, 1903. [3194]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service from CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897. [8]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.
REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 9th January, 1903. [298]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Oceana."
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. To-day, 13th inst.

Goods not cleared by the 20th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's representative at a appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 13th February, 1903. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBÉ.
The Steamship

"AUSTRIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 21st of February, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of February will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,
Agents.

Hongkong, 16th February, 1903. [221]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 21st of February, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 16th February, 1903. [545]

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON" are hereby notified that the Cargo is being re-landed into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th February, 1903. [10]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

THE Steamship

"NIPON,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Trieste, ex S.S. "Imperator," and Moravia, transhipped at Bombay.

From Zeebrugge, ex S.S. "Galicia," transhipped at Antwerp.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 2nd of February, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of February, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,
Agents.

Hongkong, 16th February, 1903. [73]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG,"
Captain Kirchhoff, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 13th February, 1903. [517]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

EVIE J. RAY, American barque, F. Carson, Sander, Weller & Co.

LOTH

